

# Transportation and Pedestrian Initiatives

## Transportation Goals

- ✓ To provide long range transportation planning for new capacity roadway improvements.
- ✓ To identify potential locations for major transit facilities such as future rail stations and park-and-ride sites.
- ✓ To enhanced public transportation corridors which will require further study to identify the feasibility of alternative modes and levels of service.

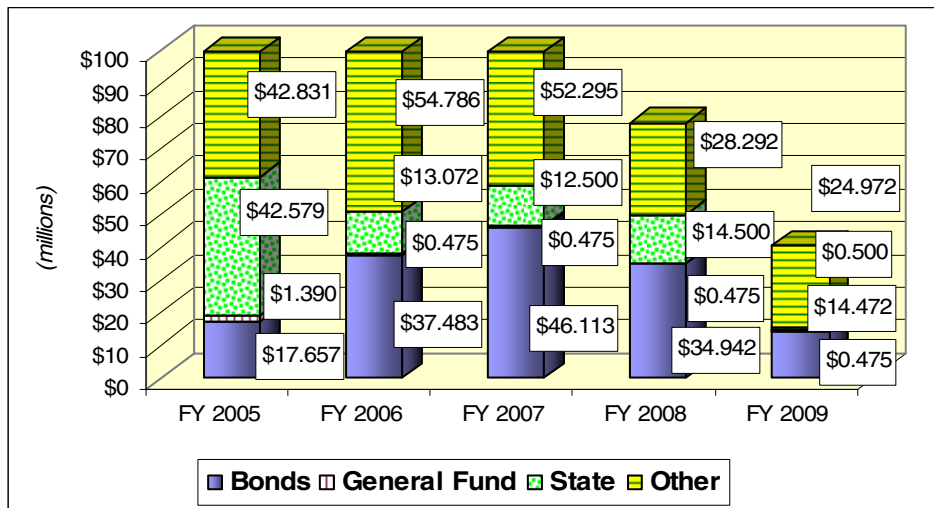
## Pedestrian Initiatives Goals

- ✓ To provide a system of alternative transportation links between residential, educational and commercial activity centers oriented to the non-motorized user.

## Five-Year Program Summary (in 000's)

Program Area	Anticipated to be Expended Thru FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	Total FY 2005 - FY 2009	Total FY 2010 - FY 2014	Total Program Costs
Board of Supervisors' Transportation Plan	\$0	\$17,000	\$27,000	\$27,000	\$29,000	\$0	\$100,000	\$0	\$100,000
Revenue Sharing	0	4,974	500	500	500	500	6,974	6,974	13,948
Fairfax County Road Projects	10,895	6,035	3,220	2,670	170	100	12,195	500	23,590
Public Transit	289,676	69,478	72,427	79,116	47,164	38,444	306,629	136,359	732,664
Pedestrian Initiatives	5,556	6,970	2,669	2,097	1,375	1,375	14,486	2,875	22,917
<b>Total</b>	<b>\$306,127</b>	<b>\$104,457</b>	<b>\$105,816</b>	<b>\$111,383</b>	<b>\$78,209</b>	<b>\$40,419</b>	<b>\$440,284</b>	<b>\$146,708</b>	<b>\$893,119</b>

# Source of Funding



# Transportation and Pedestrian Initiatives

## PROGRAM DESCRIPTION

Transportation facilities and services in Fairfax County are primarily provided by the Virginia Department of Transportation (VDOT) which owns, constructs and maintains nearly all the roads in Fairfax County, and by the Washington Metropolitan Area Transit Authority (WMATA) which provides the majority of all public transit service in the region. In addition to the transportation planning done by these two agencies, the Metropolitan Washington Council of Governments (COG) is responsible for ensuring regional compatibility of all transportation plans, a prerequisite for the expenditure of federal funds for any transportation project.

### LINK TO THE COMPREHENSIVE PLAN

Fairfax County's Comprehensive Plan has established a number of objectives and policies in order to:

- ✓ Provide the basis for transportation planning efforts including major new capacity roadway improvements and potential locations for major transit facilities such as future rail stations and park-and-ride sites.
- ✓ Enhance public transportation corridors and conduct further study to identify the feasibility of alternative modes and levels of service.
- ✓ Provide non-motorized access (e.g., sidewalks, pedestrian crosswalk signals and markings, trails, and secure bicycle parking) and user amenities (e.g., paved waiting areas, bus shelters and route/schedule information) to make transit services and facilities more convenient and attractive.

Source: 2003 Edition of the Comprehensive Plan, as amended

## CURRENT PROGRAM INITIATIVES

Transportation legislation and Federal public transportation grants continue to change the way that Fairfax County programs and implements transportation. At the Federal level, the Intermodal Surface Transportation Efficiency Act of 1991 and subsequently, the Transportation Equity Act for the 21<sup>st</sup> Century, (TEA-21) approved in 1998, and the Clean Air Act Amendments of 1990 require a rigorous air quality impact assessment of all transit and highway projects both at the programming level and at the specific project level. In addition to air quality legislation, the Americans with Disability Act requires all public and private providers of transportation services to provide accessible services to those with disabilities. These provisions impact transit services operated by WMATA and Fairfax County as well as the para-transit services operated by the County.

TEA-21 continues to emphasize inter-modal funding flexibility between highways and transit and includes Congestion Mitigation and Air Quality (CMAQ) improvement program funding. Funding levels have been increased and the role of regional and local planning has been strengthened. Projects in Fairfax County are eligible to receive Federal funding through TEA-21 from a variety of funding programs, including the Regional Surface Transportation Program (RSTP), CMAQ Program and the Enhancement Program. Funding provided through the CMAQ program is designed to assist States in attaining the Federal air

quality standards for ozone and carbon monoxide. This changing regulatory and funding environment provides the County with special challenges and opportunities. One of the important results is increasing multi-modal competition for project programming and implementation. In addition, air quality considerations may delay or scale back major roadway projects while supporting short-term Transportation System Management (TSM) and Transportation Demand Management (TDM) solutions.

To support many of the Federal transportation initiatives to reduce congestion and air pollution, the County and VDOT have advanced an ambitious multi-modal program for interstates and expressways which involves building High Occupancy Vehicle (HOV) lanes, park-and-ride lots, and new transit facilities. These improvements have significantly improved commuting for those who rideshare or use public transit. This has resulted in an appreciable increase in transit ridership which in turn lessened the demands on our highways.

Funding for public transportation in Fairfax County includes Federal aid, State aid, Northern Virginia Transportation District bonds, County bonds, and the General Fund.

## **Highways**

The Virginia Department of Transportation (VDOT) is responsible for the construction and maintenance of roads in the interstate, primary and secondary highway systems. Funds are allocated for these purposes through federal and state laws, and various combinations of federal-state fund matching are utilized for construction and maintenance. The programming of highway construction and improvements is derived from the priorities for the interstate system, the state's primary highway system, and the secondary road system aimed at accommodating traffic demands. In addition, implementing the Countywide transportation plan, based on the Comprehensive Plan, has enabled the County to provide guidance to VDOT concerning the allocation of highway funds and the identification of projects to be funded by County bonds.

Programming VDOT's highway funds to specific projects occurs in two basic categories. The first category includes interstate and primary highways while the other category relates to the secondary road systems in the County. Different programming mechanisms are used for these two categories. While interstate and primary highway funds are allocated by construction district and then to specific projects, secondary road system funds are specifically allocated by County. Formal citizen participation is a part of both programming mechanisms.

The Interstate and Primary Six Year Program is prepared annually by VDOT in conjunction with their annual budget. Allocations are made at the District level; therefore, projects in Fairfax County compete with those in other counties in the Northern Virginia District for these allocations. VDOT holds public hearings each year and receives input from the Board of Supervisors in preparing and finalizing these project allocations. The Secondary System Construction Program is prepared jointly by VDOT and Fairfax County and adopted by the Board of Supervisors. Subsequently, it is approved by the Commonwealth Transportation Board and guides the annual construction budgets. Initially, the Program was updated biannually; however, beginning with the FY 1997 - 2001 Program, this update has been completed each year. An important element of the VDOT Six Year Program is a significant increase in the use of alternative revenue sources to finance priority transportation projects. The State is utilizing Federal Reimbursement Anticipation Notes (FRANs) to accelerate the full financing of selected transportation projects. These 10-year notes will be paid from anticipated future federal allocations.

The projects funded by VDOT are included in the Fairfax County CIP for information purposes only. The allocation of funds to these projects is the subject of VDOT public hearings held separately from the County CIP process. Although the County is not funding the projects and has no direct responsibility for the construction and improvement of the road system, the provision of a road system to adequately serve the needs of the County is of major concern to Fairfax County and its citizens. Therefore, to give a more complete picture of the transportation projects programmed in Fairfax County, the VDOT programs are included for information purposes. To supplement the VDOT programs, other funds and programs have been established and are also included in the CIP.

Section 33.1-75.1 of the Code of Virginia enables the County to designate up to \$500,000 in County funds for improvements to the secondary and primary road systems, with these funds to be equally matched by VDOT funds limited to a maximum of \$10,000,000 matching VDOT funds statewide. This

program is referred to as the Revenue Sharing Program, and provides that VDOT match the County funds as a priority before allocating monies to its road systems. Therefore, the use of these funds results in a net increase of State funds available for road construction in the County.

For more information on all of VDOT operations, projects and funding, visit their web site, [www.virginiadot.org](http://www.virginiadot.org).

## **Public Transportation**

Public transportation in Fairfax County includes several different types of capital facilities programmed to move people effectively throughout the transportation network in the County and the region. Primary capital facilities include Metrorail, Metrobus, FAIRFAX CONNECTOR, commuter park-and-ride lots, and commuter rail related projects. The County's role with neighboring Virginia jurisdictions, the Washington, D.C. region, and State and Federal entities varies from project to project.

### **Metrorail**

The Washington Metropolitan Area Transit Authority (WMATA) was created on February 20, 1967, according to an interstate compact between Virginia, Maryland, and the District of Columbia by Public Law 89-744 approved on November 6, 1966. On March 1, 1968, the construction and operation of a 98-mile rapid transit rail system with 86 stations serving the national capital region was approved by WMATA. The National Capital Transportation Act was enacted in December 1969, authorizing the construction of the system and provided Federal support for the Adopted Regional System (ARS). Since that time, there have been several modifications to the ARS, and the system, which currently is approximately 103 miles long.

There are five stations located in Fairfax County. They are the West Falls Church-VT/UVA, Dunn Loring-Merrifield, and Vienna-Fairfax/GMU Stations on the Orange line, the Franconia-Springfield Station on the Blue line, and the Huntington Station on the Yellow line. The Van Dorn Station on the Blue line is located in Alexandria but also serves transit riders of Fairfax County. Funding for the construction of the originally estimated \$2.555 billion Metrorail system was initially predicated upon a direct Congressional appropriation of \$1.147 billion, net proceeds from federally guaranteed WMATA revenue bonds of \$.835 billion and direct local contributions of \$.573 billion, of which Fairfax County's share was \$61.9 million. Following the execution of the original 1970 Metrorail capital contributions agreement and satisfaction of the original commitment by the local jurisdictions, the cost of the system has been re-estimated at significantly higher levels. The current estimate for the full 103-mile ARS is \$9.3 billion. Five interim capital contribution agreements between WMATA and the participating political jurisdictions have been executed to fund the construction of the Metrorail system. Most recently each WMATA member jurisdiction executed a Local Funding Agreement (LFA) with WMATA which sets forth the terms and conditions of local commitments that will support the Fifth Interim Capital Contributions Agreement (ICCA-V). Fairfax County's total local commitment to complete construction of the 103-mile Metrorail system is \$113 million.

### **Metrobus**

The WMATA Board of Directors payment policy requires local jurisdictions to pay their respective shares of the estimated operating deficits of the bus system and capital costs for new buses, old vehicle refurbishment, maintenance facility modernizations, bus shelter installation, and other miscellaneous improvements. The non-federal share of capital expenditures for the WMATA bus system are shared by Fairfax County and other local jurisdictions in the Washington metropolitan region. For FY 2005, it is anticipated that state funds will be used to meet Fairfax County's bus capital obligation for WMATA.

### **Metro Infrastructure Renewal Program**

In response to concerns about the future viability of the Metrobus system, WMATA established the Regional Mobility Panel in 1997. The Panel, consisting of elected officials, business people, labor representatives and citizens, was charged with preparing recommendations for improving the region's bus system and for funding WMATA's Rehabilitation and Replacement Program, now called the Infrastructure Renewal Program (IRP). The IRP includes both bus and rail capital projects which are necessary as the bus and rail infrastructure grows older. WMATA staff has identified the need to significantly increase the funds spent to repair and replace these capital assets.

The Regional Mobility Panel identified a projected annual regional shortfall in the WMATA Rehabilitation and Replacement Program of approximately \$100 million. It also strongly endorsed the concept that the federal government, as the largest employer in the region, should contribute a substantial portion of the funds needed to eliminate this projected shortfall. Subsequently, the Board of Supervisors endorsed the Interjurisdictional Funding Agreement (IFA). As part of the IFA, Fairfax County and the other jurisdictions agreed to gradually increase their share of the IRP each year through FY 2003 to match the increased federal funding for this program which was approved as part of the Transportation Equity Act for the 21st Century (TEA-21). The federal share varies by year, but is generally about 67 percent of the program. Despite the expiration of the IFA, the County continues to fund its share of the IRP. Fairfax County's share of the IRP is expected to increase in stages from approximately \$0.5 million in FY 1999 to approximately \$34.4 million in FY 2010, assuming 25 percent state participation and 50 percent federal funding levels. County bond funds and state transportation bond funds are available to pay for a portion of this increase. This document includes full funding for the entire Metro CIP and all of the capital needs identified in the Metro Matters campaign, such as new railcars and buses. The County CIP assumes a 50/25/25 percent funding split between the Federal, State, and Local Governments, respectively. Additional revenue will be needed to fully fund this program.

### **Other Metro Programs**

In recent years, Metro has initiated two other capital programs, the System Access Program (SAP) and the System Expansion Program (SEP). Collective with the IRP, these programs comprise Metro's Capital Improvement Program. The SAP is designed to provide additional access to the existing Metrorail and Metrobus systems to meet growing demand. This program includes additional new rail cars, buses and parking spaces. The SEP is designed to accommodate expansions and extensions to the existing system including extending the rail system to Dulles Airport. Projects included in this program are funded on a reimbursement basis by the jurisdictions that request them. A small amount of funding is available regionally on an annual basis for feasibility studies and conceptual design work.

### **FAIRFAX CONNECTOR**

In 1985 the FAIRFAX CONNECTOR System began operations providing service to the Huntington Metrorail Station. This service consisted of ten routes with 33 transit buses. Between 1988 and 1993 the system was expanded to include service to Van Dorn Metrorail Station, Springfield Mall, Tysons Corner Center, Dunn Loring-Merrifield Metrorail Station, Vienna/Fairfax – GMU Metrorail Station, and the Pentagon Metrorail Station. In 1994, the FAIRFAX CONNECTOR system implemented a major expansion of 16 routes serving the Reston-Herndon area to West Falls Church Metrorail Station and the Pentagon Metrorail Station. Service was expanded again in 1997 to the new Franconia/Springfield Metrorail Station. In 1999, the County launched the Dulles Corridor Express Bus service, effectively doubling the service in the corridor. In 2001, bus service in the Dulles Corridor and a cross-county route from the Fairfax County Government Center to Reston Town Center via Fair Lakes was added. Actual operations in 2003 included 54 routes serving 10 Metrorail Stations with 163 transit buses.

### **Dulles Corridor Park-and-Ride Program**

In April 1989, Fairfax County completed the Dulles Airport Access Road Corridor Transit Alternatives Study. The study recommended and the Board of Supervisors endorsed implementation of the express bus alternative in such a way as to preserve the option of future rail service in the Corridor. A grant application was forwarded to FTA in December 1990 for \$36 million of FTA funds to be matched with \$12 million of County General Obligation Bonds. On November 6, 1990, County voters approved the \$12 million local match. Additionally, local developers proffered \$1.2 million for improvements in the corridor.

Congress authorized \$36 million for this project, and FTA has appropriated \$34.2 million in increments to date. These federal dollars along with local bond funds were used to construct the 827 space Reston East at Wiehle Avenue Park-and-Ride facility (opened January 1997), and the 1,740 space Herndon Monroe Park-and-Ride facility (opened in July 1999). These facilities provide all day parking for persons wishing to travel by bus or carpool to Tysons Corner, Reston Town Center, or the West Falls Church-VT/UVA Metrorail Station.

The Board of Supervisors and the FTA have approved using the remaining grant funds for other projects in the Dulles Corridor. The most significant project completed in 2003 was the construction of slip ramps between the Dulles Airport Access Road (DAAR) and the Dulles Toll Road (DTR) to allow buses to use the DAAR more efficiently. Other projects include preliminary design costs for an additional park-and-ride lot (location to be determined by the feasibility study), adding a canopy over the bus bay platform waiting

areas at the Herndon-Monroe Park-and-Ride lot (completed in 2003), and passenger amenity improvements at the Rolling Valley Park-and-Ride lot.

The Dulles Corridor Park-and-Ride project also includes two transit centers. The transit centers at Tyson's-West\*Park (opened January 1999), and at Reston Town Center, will serve primarily as bus passenger transfer points. The County has a \$2.0 million grant to construct the Reston Town Center Transit Center.

#### **Dulles Corridor Bus Rapid Transit Service**

The Board of Supervisors approved the Dulles Corridor Express Bus Service in FY 1999. This plan was implemented in July 1999, and more than doubled the amount of service in the Dulles Corridor. In FY 1998, the County secured approximately \$8.9 million in surplus Dulles Toll Road revenues to pay for the operating costs of this new service until the end of FY 2001. Subsequently, funding has been approved through FY 2004. The initial agreement with the Commonwealth Transportation Board requires the County to provide the capital facility and buses to operate the additional service. Accordingly, \$825,000 was spent to expand the FAIRFAX CONNECTOR Herndon Operations Center, and the County purchased 20 new buses for the Dulles Corridor service for approximately \$5.0 million. The County paid for these capital facilities and bus expenditures with general funds. The Dulles Corridor Express Bus Service (now called the Dulles Corridor Bus Rapid Transit Service) is the first step to increase transit service in the corridor and ultimately construct a rail extension through Tysons Corner from West Falls Church Metrorail Station to Dulles Airport and Loudoun County. As of 2003, service levels and frequencies equal and, in many cases, exceed Bus Rapid Transit Projects being developed and implemented throughout the United States.

#### **Dulles Corridor Rail Project**

The proposed Locally Preferred Alternative (LPA) of the Dulles Corridor Rail Project is the extension of Metrorail from the West Falls Church Station through Tysons Corner to Dulles Airport and Loudoun County. On October 28, 2002, the Board of Supervisors endorsed the LPA, and the Commonwealth Transportation Board (CTB) selected the LPA on December 19, 2002. In early 2003, the project was divided into two phases due to projected federal funding. Phase I of the project is the extension of Metrorail to Wiehle Avenue. A Supplemental Draft Environmental Impact Statement (SDEIS) was released in October 2003 to address this change and other refinements. Phase I is expected to be completed in 2009, and Phase II is to be completed in 2015. The estimated capital cost is \$1.5 billion for Phase I, and \$1.9 billion for Phase II. A tax district, the Dulles Corridor Transportation Improvement District is being created to cover Fairfax County's share of the Phase I capital cost. For the full LPA, this share is 15.9 percent, which is \$366.5 million. On January 26, 2004, the land-owners in the Phase I area of the corridor submitted a petition to form the tax district to the Board of Supervisors.

#### **Additional Park-and-Ride Projects**

The FY 1999, 2000, 2003 and 2004, Congestion Mitigation and Air Quality Program includes \$8.1 million for Fairfax County to develop three park-and-ride lots along the Franconia-Springfield Parkway west of I-95, including one in the vicinity of Gambrill Road, one on Backlick Road north and one on Backlick Road south of the Parkway. These facilities are intended to reduce the number of single occupant vehicles using the Springfield Interchange while it is reconstructed, and to supplement parking at the Franconia-Springfield Metrorail Station which is at capacity, despite the recent opening of a 1,000 space parking garage.

In support of revitalization efforts in the Springfield Central Business District (CBD), and in light of the effects of major highway construction undertaken by VDOT at the Springfield Interchange, the County commissioned market and transportation studies and has been working with the community on community revitalization planning and visioning efforts. These efforts resulted in the recent adoption of a Comprehensive Plan Amendment for the Springfield CBD. The Amendment put in place land use provisions that support development of a town center concept with a mix of commercial and residential uses. The Comprehensive Plan Amendment provides for construction of a commuter parking facility with the potential for shared parking arrangements to accommodate the parking needs generated as a result of County revitalization activities in the CBD, as well as commuters.

### **Richmond Highway Transportation Initiative**

This initiative is based on the U.S. Route 1 Corridor Bus Study conducted by the Northern Virginia Transportation Commission and an update prepared by Fairfax County. The project involves establishing several major and minor transit centers, improving bus stops, implementing Express bus service throughout the corridor, enhancing the advanced public transportation system aided by bus signal priority and bus pre-emption signalization, connecting gaps in the pedestrian network, and establishing additional park-and-ride facilities. Fairfax County needs \$47.0 million to meet the goals of the initiative, and has obtained \$7.775 million towards needed improvements.

### **Commuter Rail**

Fairfax County, as a member of the Northern Virginia Transportation Commission (NVTC), and in cooperation with the Potomac and Rappahanock Transportation Commission (PRTC), participates in the development of plans, budgets, agreements and capital projects for the operation of the Virginia Railway Express (VRE) commuter rail service. VRE operates peak period service on the CSX Transportation line from Fredericksburg to Union Station and on the Norfolk Southern Railway line from Manassas to Union Station. Fairfax County has five stations operating in the system. Each of these facilities includes parking lots, station platforms, fare equipment and user amenities.

VRE has completed a strategic plan, the Virginia Railway Express – Phase I Strategic Plan, June 2002, which outlines short-term, medium and long-range capital needs. Phase II of the Plan is currently underway and is expected to be complete early 2004. This phase of the plan discusses the long-term capital and equipment needs for the VRE system, and also, various expansion options and their associated capital needs requirements. The Fairfax County Board of Supervisors endorsed Phase I of the plan on August 5, 2002. Ridership in the VRE system, including Fairfax County, continues to grow at a steady pace. Current ridership is averaging 14,000 daily riders and is anticipated to be 15,000 daily by FY 2005. As a result, more parking, rail cars, new stations, and station improvements, rolling stock storage, and track improvements are needed to keep pace with the demand. Details of these capital improvement needs are outlined in both the strategic plan documents. All of Fairfax County's VRE stations (Burke Centre, Rolling Road, Lorton, Backlick and Franconia-Springfield) are affected or will affect the system's growth. Parking is a particular issue for Fairfax County at the Burke Centre and Rolling Road facilities. These facilities are currently being examined in a feasibility study, which began in the fall of 2002, to determine the type and size of parking lot required at Burke Centre, as well as, analyze options for additional parking at the Rolling Road Station.

The final draft of the Feasibility Study was distributed for final review and comment in September 2003. Its primary recommendation was to construct a structured parking lot on site at Burke Centre. Pending final approval of the study and recommendation by the Board of Supervisors, design of this facility is expected to begin in early 2004 using CMAQ grant funds.

### **Pedestrian Initiatives**

Pedestrian initiatives in the County support non-motorized transportation alternatives, including: the Sidewalk Program and the Trail Program. The Sidewalk Program is directed toward the provision of safe walking conditions for the public school students of the County in cooperation with the School Board. The Trail Program was developed in recognition of the general lack of safe paths for non-motorized transportation. Trails are intended to serve the recreation and transportation needs of pedestrians, bicyclists, and equestrians. In addition, Fairfax County has been working to improve pedestrian safety through implementing recommendations from the Transportation Advisory Commission after hosting a pedestrian summit. Improvements will include pedestrian safety initiatives such as better "Yield to Pedestrian" signage, increased public awareness through a media campaign, and changing the County code to increase penalties for crosswalk violations by drivers failing to yield the right of way. Other initiatives include: conducting a comprehensive pedestrian safety review of all 7,000 public transit bus stops, working jointly with VDOT to construct pedestrian bridges at busy intersections, and introducing a pilot project to install in-ground illumination for pedestrian safety in the Richmond Highway area.



## CURRENT PROJECT DESCRIPTIONS

The Transportation CIP consists of projects presented in six program sections: the Board of Supervisors Transportation Plan, Revenue Sharing Projects, Fairfax County Road Projects, Public Transportation Projects, Pedestrian Initiatives, and an Information Only section consisting of road projects that are included in the Virginia Six-year Plan. This plan can be accessed through VDOT's web site, [www.Virginiadot.org](http://www.Virginiadot.org).

1. **Board of Supervisors' Transportation Plan.** \$100,000,000 for a comprehensive transportation plan as approved by the Board of Supervisors on February 9, 2004. The plan includes major transit and highway projects, spot intersection improvements and pedestrian improvements and reflects a commitment to ensure that relief is brought to communities in all corners of Fairfax County. The plan includes projects that have been identified as crucial needs by citizens and planners and projects that focus on lower-cost, quick-hit fixes to clear bottlenecks and increase safety throughout the County. Projects were selected based on the following criteria: demonstrated need, realistic and achievable in four years, funding not expected from other sources in the near future and most "bang for the buck". This program will be funded over a four year period beginning in FY 2005 by a combination of \$50 million in Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) funds (federal with state match) and \$50 million in County General Obligation Bonds.

### REVENUE SHARING PROJECTS

2. **Future Revenue Sharing Match from VDOT.** \$2,500,000 including \$500,000 per year for State revenue sharing projects to be determined.
3. **Columbia Pike/Spring Lane/Carlin Springs Road.** \$155,000 for construction of left turn lanes on Columbia Pike. (\$77,500 County funds, \$77,500 VDOT Revenue Sharing Program funds).
4. **Prosperity Avenue/Lee Highway.** \$215,000 for construction of right turn lane on Prosperity Avenue. (\$107,500 County funds, \$107,500 VDOT Revenue Sharing Program funds).
5. **Popes Head Road.** \$305,000 for curve realignment between O'Faly Road and Ladue Lane. (\$152,500 County funds, \$152,500 VDOT Revenue Sharing Program funds).
6. **Popes Head Road, Ladue Land and Popes Head Creek.** \$249,000 for curve realignment between Ladue Lane and Pope's Head Creek. (\$124,500 County funds, \$124,500 VDOT Revenue Sharing Program funds).
7. **Poplar Tree Road/Stringfellow Road.** \$135,000 for construction of an additional lane at Stringfellow Road. (\$67,500 County funds, \$67,500 VDOT Revenue Sharing Program funds).
8. **Route 29.** \$3,414,702 for preliminary engineering to widen to six lanes from Shirley Gate Road to Old Centreville Road. (\$1,707,351 County funds, \$1,707,351 VDOT Revenue Sharing Program funds).

### FAIRFAX COUNTY PROJECTS

9. **Board of Road Viewer and Road Maintenance Projects.** This is a continuing program for the maintenance and improvement of roads until acceptance into the State Secondary Road System. Funding provides for survey, engineering, and road construction of projects in the Board of Road Viewers Program. Once improvements are funded and completed, the need for ongoing County maintenance work on the roadway is eliminated. The Road Maintenance project provides funding for maintenance of the roads in Fairfax County not currently included in the Virginia Department of Transportation (VDOT) Secondary Road System. The goal of this program is to ensure the safe operation of motor vehicles through maintenance of these existing County travel-ways. Currently, 54 roads are included in the County program, having a total length of 4.5 miles. Maintenance work includes but is not limited to, grading snow and ice control, replacement of substandard materials, patching of existing travel-ways, minor ditching, and stabilization of shoulders, slopes, and drainage facilities.

10. **VDOT Participation Projects (Roads).** This is a continuing program for certain VDOT construction projects for which the County agrees to participate in accordance with VDOT policy and guidelines. The agreements are executed by both parties in advance of the actual construction and billing does not occur until sometime after construction by VDOT is complete.
11. **TAC Spot Improvement Program.** \$5,345,000 in general funds and bonds for various spot improvement projects. This is an on-going program and consists of intersection improvements and other miscellaneous transportation improvements.
12. **Advanced Preliminary Engineering.** \$1,530,000 for the Advanced Preliminary Design Program, which was created by the Board of Supervisors to plan for and evaluate the impacts of roadway improvements before their implementation.
13. **South Van Dorn Street III.** \$5,310,000 to satisfy the conditions of an individual Department of the Army Corps of Engineers permit for a portion of South Van Dorn Street between Telegraph Road and Kingstowne Boulevard. Roadway construction by the developer started September 2, 2002. Due to weather delays, completion has been delayed and is now estimated in 2004. Completion of this section of roadway will provide a critical connection in the local transportation network.
14. **Fairfax County Parkway Advanced Right-of-Way.** \$5,750,000 to provide right-of-way funding for use along the Fairfax County Parkway.
15. **Route 29/Bull Run Post Office Road.** \$500,000 for the installation of a right turn lane on southbound Route 29, a left turn lane on northbound Route 29, and turn lanes for Bull Run Post Office Road in order to improve road alignment.
16. **Leesburg Pike.** \$180,000 for the addition of a third lane from Pimmit Drive to Idylwood Road.
17. **Route 1/Mt Vernon Memorial Highway.** \$130,000 for the addition of a left turn lane from northbound Mount Vernon Highway to US Route 1 including traffic signal modifications.
18. **Route 50/Annandale Road.** \$970,000 for the addition of a westbound dual left turn lane and a right turn slip ramp.
19. **Popes Head Road/McDuffie Lane.** \$450,000 for improvement of vertical and horizontal sight distance on Popes Head Road west of McDuffie Lane.
20. **Roberts Road/Braddock Road.** \$370,000 for the addition of a southbound right turn lane on Roberts Road, turning onto westbound Braddock Road.
21. **Gallows/Annandale/Hummer Roads.** \$230,000 for spot improvements at the intersection of Gallows Road and Annandale/Hummer roads.
22. **Governor's Congestion Relief Projects.** \$1,875,000 for improvements to seven intersections, Balls Hill Road at Old Dominion Drive (southbound left-turn lane); Leesburg Pike at Glen Carlyn Road (extend eastbound left-turn lane); Beauregard Street near Little River Turnpike (install raised median between Little River Turnpike and N. Chambliss Street); West Ox Road at Monroe Street (eastbound left-turn lane); Poplar Tree Road between Lee's Corner and Stringfellow Road (realign substandard curve); Gallows Road at Idylwood Road (extend southbound left-turn lane); Reston Parkway at South Lakes Drive (add dual northbound left-turn lanes). Funding is provided from the Governor's Congestion Relief Program.

#### **PUBLIC TRANSPORTATION PROJECTS**

23. **Metrorail, 103 Miles.** Pursuant to all Metrorail capital contribution agreements executed by WMATA, the County and other local jurisdictions, Fairfax County is expected to contribute a total of \$235.8 million through FY 2004. The County will have utilized a total of \$130.0 million of County General Obligation Bond funds and interest, \$102.7 million in aid from the Commonwealth of Virginia and \$3.1 million in interest earnings to fund its contribution. The County will participate in a final reconciliation of the 103-mile system during the next few years.

24. **Metro Infrastructure Renewal Program (IRP) and System Expansion Program (SEP).** This program includes railcar rehabilitations, escalator overhauls and station enhancements. The IRP and SEP are estimated at \$107.5 million from FY 2005 to FY 2009. These expenses were previously paid with state aid, but will be paid with a combination of County General Obligation Bonds and state aid. Fairfax County's share of the WMATA's FY 2005 SEP is \$0.3 million. These funds are used to accommodate expansions and extensions to the existing system. This does not include the cost associated with the Dulles Rapid Transit Project. Funding for this project will be provided with a combination of County Bonds, State aid and Federal funds.
25. **Metro System Access Program (SAP).** The SAP is estimated at \$53.7 million for FY 2005 – FY 2009. These funds provide additional access to the existing Metrorail and Metrobus systems to meet growing demand. This program includes projects like new rail cars and buses and additional parking spaces. The cost of these expenditures are programmed in the year WMATA expects to make the purchase. Funding for this project will be provided with a combination of County Bonds, State aid and Federal funds.
26. **Fairfax Connector Bus Garage (West Ox).** \$24,181,000 for total capital and start-up costs required for the implementation of this project. This figure includes land acquisition, design and construction of a new maintenance facility required to service additional buses added to the fleet which will serve the Dulles Corridor and the I-66 Corridor. A feasibility study was completed in FY 2004 and the design phase was started in FY 2004. The project cost will be re-evaluated based on finalization of the project scope, in conjunction with the Camp 30/West Ox master plan. This project will be completed in conjunction with the development of the Camp 30 site. This project is supported by the 1988 and 1990 Transportation Bond Referendum. In addition, cost estimates to complete the project include an additional \$11 million.
27. **Herndon-Monroe Park-and-Ride Lot.** \$32,249,000 for construction of a 1,800 space structured parking facility and related roadway improvements near Monroe Street and the Dulles Toll Road as part of the Dulles Corridor TSM program. Although this facility is operational, funds will be expended in FY 2004 to install lighted canopies and other amenities.
28. **Reston Town Center Transit Station.** \$2,000,000 for engineering and construction of a public transit center at the Reston Town Center as part of the Dulles Corridor TSM program.
29. **Bus Shelters.** \$1,819,000 for the installation of bus shelters Countywide. These funds will be used to purchase and install over 100 bus shelters, pads, benches and access improvements in locations throughout the County. The project is funded from several sources including Congestion Mitigation and Air Quality grants, a Transportation Enhancement grant and a Transportation Efficiency Improvement grant. The County and VDOT are working collaboratively to install bus shelters more quickly.
30. **Seven Corners Transit Center.** \$1,000,000 for the construction of a transit center at Seven Corners Shopping Center to encourage transit ridership and reduce congestion. This project will involve the development of a transit center at the Seven Corners Shopping Center in eastern Fairfax County which is a major transfer point for Metrobus passengers in eastern Fairfax County and western Arlington County. CMAQ funds have been approved for this project. These funds will be used to develop an efficient transfer area with bus shelters, information kiosks, landscaping, trash cans, and a reinforced bus bay area and travelway. This facility is currently in the design phase.
31. **Franconia/Springfield Parkway Park-and-Ride Lots.** \$6,642,000 for design, land acquisition and construction of four park-and-ride lots with approximately 1,100 total parking spaces along the Franconia-Springfield Parkway west of I-95. These lots include: Gambrill, Sydenstricker, Backlick North, and Backlick South.
32. **Reston East at Wiehle Avenue Park-and-Ride Lot Feasibility Study.** \$1,500,000 for a feasibility study to explore joint development use and construction of a park-and-ride facility adjacent to the existing park-and-ride lot.

33. **Reston East Park-and-Ride Lot Expansion.** \$20,000,000 to design and construct a 2,200 space parking garage, adjacent to the existing site of the current Reston East park-and-ride lot, to meet existing and future demand.
34. **Burke Centre VRE Parking Lot Expansion.** \$24,703,000 for the expansion of the Burke Centre VRE parking lot to include an estimated 1,450 space parking structure and 300 additional surface spaces. The feasibility study is complete and the engineering study is in progress. The feasibility study recommended a multi-level parking structure at the current site to provide additional parking capacity.
35. **Richmond Highway Public Transit Initiatives.** \$55,000,000 to begin upgrading pedestrian crossings, improving bus stops, and establishing several transit centers and park-and-ride lots from Gunston Road to Huntington Avenue.
36. **Huntington Metro Parking.** \$6,200,000 to fund an additional 500 parking spaces at the Huntington Metrorail station. WMATA entered into a joint development agreement with a private company to build a mixed-use development on a portion of the surface parking lot at the Huntington Metrorail Station. The current Metrorail parking will be moved to a parking structure. As part of the agreement, the developer will pay Metro to build a parking structure to replace the surface parking lot. Approximately \$5.0 million will be funded from WMATA resources. The remaining \$1.2 million will be supported by the County's parking surcharge account.
37. **West Falls Church Parking Expansion.** \$16,800,000 for an additional 1,000 space parking structure at the West Falls Church Metrorail Station. As part of the Virginia Transportation Act of 2000, the General Assembly approved \$13 million for this project. The remaining \$3.8 million will be supported by the County's parking surcharge account and Transportation Infrastructure Investment Funds at WMATA. Construction began on this facility in December 2003.

#### **PEDESTRIAN INITIATIVES**

38. **Route 50 Pedestrian Improvements.** \$1,072,000 to improve pedestrian access to activity centers along Route 50 from Jaguar Trail to Patrick Henry Drive. This project is supported by CMAQ funds.
39. **Route 50 Pedestrian Bridge.** \$2,628,000 to install a pedestrian bridge east of Route 7 at Seven Corners Shopping Center. This project is supported by State funds.
40. **State Supported Countywide Trails.** \$2,000,000 for design and construction of four pedestrian facilities: Columbia Pike Trail, Phase II; Soapstone Drive Pedestrian Project; Sunset Hills Road Pedestrian Connection; and pedestrian and transit access improvements in Tysons Corner. This project is supported by CMAQ funds.
41. **Accotink Gateway Trail.** \$826,000 for a connecting trail from King Arthur Drive to Wakefield Park. This project is supported by State funds.
42. **Lee Highway Trail.** \$776,000 for a trail along Lee Highway corridor under the I-66 Interchange. These projects supported by CMAQ funds (\$619,000) and County Walkway Funds (\$151,000). This will provide a safe passage for the pedestrians and bicyclists who are currently using the shoulders along Lee Highway.
43. **Illuminated Pedestrian Crosswalk.** \$40,000 for a pilot project to install in-ground illumination for pedestrian safety at sites to be determined.
44. **Safety Improvements and Emergency Maintenance of Existing Trails.** This is an on-going project which provides for upgrading and emergency maintenance of existing trails. These upgrades to public standards address safety and hazardous conditions, deterioration of trail surfaces, and the replacement and repair of guardrails, handrails, and pedestrian bridges. Several older trails do not meet current standards, and projects have been designed to alleviate safety problems, including incorrect grades, steep slopes, or obstructions (i.e., power poles/trees that are located too close to the trail). The County is currently responsible for maintaining approximately 550 miles of walkways.

45. **Walkways (Trails and Sidewalks).** This is an on-going project which provides for the installation of trails and sidewalks on a countywide basis as identified by the Non-Motorized Transportation Committee.
46. **VDOT Sidewalk Repairs/Replacement.** This program supports Virginia Department of Transportation (VDOT) participation projects for sidewalk repair and replacement. VDOT will conduct repair and replacement of County maintained sidewalks, where practical and is reimbursed by the County, subject to an agreement approved by the Board of Supervisors. This program allows the County to minimize construction costs by permitting VDOT to conduct repair and replacement of multiple sidewalks within one construction contract. The County is then responsible for reimbursing VDOT at the completion of the project.
47. **Cross County Trail.** \$6,000,000 for a proposed Cross County Trail. This trail is proposed to be 32 miles, of which 27 miles is existing trail and 5 miles will be developed. The trail will travel from Great Falls Park to Alban Road, passing through all nine Magisterial Districts. This project is funded by a variety of sources.
48. **Columbia Pike Trail.** \$400,000 for construction of the Holmes Run segment of the trail. This project is supported by the County Walkways Program and CMAQ funds.
49. **On Road Bike Traffic.** \$500,000 to construct on-road bike trails in the County and throughout Northern Virginia. CMAW funds will be used for this project.

**VDOT SIX-YEAR PLAN INTERSTATE SYSTEM CONSTRUCTION PROGRAM (More Detailed information on projects with UPC numbers may be found on VDOT's web site)**

**I-66.** \$3,668,000 for a traffic management system from Route 50 to the District of Columbia. (UPC#16629)

**I-66.** \$7,492,000 for roadway lighting from I-495 to Route 234 in Prince William County. (UPC#16623)

**I-66.** \$10,000,000 for a location study and EIS of rail and road widening impacts from I-495 to Route 15 in Prince William County. (UPC#54911)

**I-66.** \$12,000,000 for preliminary engineering for interchange improvements at I-495. (UPC#56356)

**I-95.** \$50,097,000 for the widening of I-95 (provide fourth lane) between the Fairfax County Parkway and the Prince William County Line. (UPC#57017)

**I-95/395/495: Springfield Interchange.** \$676,257,000 for all phases of the Springfield Interchange project including, preliminary engineering, right-of-way acquisition, construction, TDM and transit programs to address congestion management, incident management, safety improvements, and public information regarding the project. (UPC#54, 14676, 14677, 14678, 14680, 14682, 17039, 17814, 18004, 18005, 18006, 18516, 52403, 55384, 60599)

**I-95 Woodrow Wilson Bridge.** \$123,635,000 (as listed for Virginia projects) for the construction of the Woodrow Wilson Bridge and associated roadway, safety and environmental improvements. (UPC# 17038, 17071,0181136, 181138, 50430, 54669, 55221, 55222, 55516, 56326, 56914, 56915, 57523, 57754, 60344, 60345, 60513, 60515, 61201, 61214, 62735, 63618, 64524, 64525, 64613, 64614, 64616, 64617, 64618, 64619, 64627, 64634, 64662, 64679, 67118, 67646)

**I-495.** \$4,291,000 for preliminary engineering to construct a fifth lane (HOV) in each direction between I-95/395 and I-66. (UPC#12796)

**I-495.** \$277,000 for preliminary engineering to construct a fifth lane (HOV) in each direction from I-66 to the Dulles Access Toll Road. (UPC#13335)

**I-495.** \$1,802,000 for preliminary engineering from the Dulles Access Toll Road to the American Legion Bridge. (UPC#12797)

**I-495/I-95.** \$500,000 for preliminary engineering related to interim roadway lighting from the Woodrow Wilson Bridge to the American Legion Bridge. (UPC#16625)

**I-495.** \$2,695,000 to construct a noise barrier at West Langley. (UPC#57018)

**Commuter Parking Districtwide.** \$175,000 for preliminary engineering for the construction of commuter parking lots in major highway corridors. (UPC#54438)

**VDOT SIX-YEAR PLAN PRIMARY SYSTEM CONSTRUCTION PROGRAM**

**Route 1 - Richmond Highway.** \$25,642,000 for widening between Telegraph Road and Lorton Road. (UPC#12906)

**Route 1 - Richmond Highway.** \$8,852,000 for a location study and preliminary engineering for roadway widening from the City of Alexandria to the Stafford County Line. (UPC#18857)

**Route 1 – Richmond Highway.** \$20,000 for advance signal detection at Huntington Avenue.

**Route 7 - Leesburg Pike.** \$11,400,000 for preliminary engineering and right-of-way and construction for widening to 6 lanes from the Loudoun County Line to Reston Parkway. (UPC#52327)

**Route 7 - Leesburg Pike.** \$3,563,000 for preliminary engineering for widening to 6 lanes from Reston Parkway to the Dulles Toll Road. (UPC#52328)

**Route 7- Leesburg Pike and Route 123.** \$2,997,000 for spot improvements. (UPC#56991)

**Route 28 - Sully Road.** \$52,787,000 to supplement funds generated by the Dulles Tax District Corridor for six interchange improvement projects in Fairfax and Loudoun County. The Fairfax interchanges are Westfields Boulevard, McLearen Road, and Barnesfield Road. (UPC#17669, 64966, 64967)

**Route 29 - Lee Highway.** \$6,000,000 for preliminary engineering to widen to 5 and 6 lanes from I-495 to Espana Court. (UPC#11395)

**Route 29 - Lee Highway.** \$40,819,000 for construction of an interchange with Route 28. (UPC#14869)

**Route 50 – Lee-Jackson Memorial Highway.** \$147,000 to extend the westbound left turn lane at Pleasant Valley Road.

**Route 50 – Lee-Jackson Memorial Highway.** \$11,458,000 to widen from Centreville Road to Stringfellow Road. (UPC#14690)

**Route 123 - Ox Road.** \$117,482,000 for preliminary engineering, right-of-way acquisition, bridge construction over the Occoquan River, and widening to 4 lanes on 6 lanes of right-of-way from Burke Lake Road to the Prince William County Line. (UPC# 13532, 14691, 14692, 16622, 51135, 60042)

**Route 123 – Dolley Madison Boulevard.** \$7,372,000 for widening from I-495 to the Dulles Access Toll Road.

**Route 228 - Dranesville Road.** \$18,626,000 for widening to four lanes and landscaping from Route 7 to the Herndon corporate limit. (UPC#12918)

**Route 235 – Mount Vernon Traffic Circle.** \$15,000 for preliminary engineering to improve the approach to the Mount Vernon Traffic Circle. (UPC#58434)

**Route 236 – Little River Turnpike.** \$10,319,000 for construction of turn lanes, signal improvements, and spot safety improvements from Hummer Road to the City of Fairfax and Lake Drive to Pickett Road. (UPC#17671)

**Route 236 – Little River Turnpike.** \$859,000 for intersection improvements at Backlick Road.

**Smithsonian Air & Space Museum Annex.** \$17,640,000 for construction of site access, service roads and parking lots and Annex bus service. (UPC#T844, 13926, 18700)

**Techway – Potomac River Crossing.** \$400,000 for a feasibility study of a crossing of the Potomac River from the Dulles Access Toll Road to Maryland. (UPC#57046)

**Mass Transit.** \$8,400,000 for districtwide mass transit initiatives.

**Federal Reimbursement Anticipation Notes (FRAN).** \$21,881,000 for district FRAN funding interest payments.

**Tri-County Parkway.** \$4,000,000 for preliminary engineering between the Route 234 Bypass and Braddock Road. (UPC#52405)

**Traveler Information Services (Districtwide).** \$10,968,000 to develop a traveler information service. (UPC#17272)

**Signal Optimization.** \$2,364,000 for optimization of a region-wide signal system. (UPC#51394)

#### **VDOT SIX-YEAR PLAN TOLL ROAD IMPROVEMENT PROGRAM**

**Route 267.** \$2,692,000 for toll booth modifications. (UPC#18412)

**Route 267.** \$3,732,000 to add toll collection capacity at the Spring Hill Road on-ramp. (UPC#53098)

**Route 267.** \$105,000 to update and restore the security system at the toll road administration building. (UPC#60635)

**Route 267.** \$4,879,000 for design of interchange improvements at Hunter Mill Road. (UPC#52922)

**Route 267.** \$27,726,000 set-aside for express bus service in the Dulles Corridor. (UPC#T845)

**Route 267.** \$1,000,000 set-aside for preliminary engineering and NEPA analysis for express bus service.

**Route 267.** \$973,000 to strengthen the shoulder on eastbound Dulles Airport Connector Road-Way transit set-aside. (UPC#52293)

**Route 267.** \$5,906,000 for modifications to Smart Tag lanes for an open lane concept. (UPC#55273)

**Route 267.** \$50,000 for the design and interaction of an integrated payment system.

**Route 267.** \$6,640,000 for ramp improvements at I-495. (UPC#57298)

**Route 267.** \$600,000 to update the major investment study for the Dulles BRT system.

**Route 267.** \$496,000 set-aside for transit equipment purchases.

**Route 267.** \$4,325,000 for repayment of Fairfax County notes.

**Route 267.** \$16,644,000 for other highway improvements.

**Dulles Corridor.** \$75,513,000 for transit improvements.

## **VDOT SIX-YEAR PLAN HAZARD ELIMINATION AND SAFETY PROJECTS**

**Route 7 – Leesburg Pike.** \$475,000 for construction of a dual right acceleration lane and removal of right-turn lane signal at Route 606.

**Route 28.** \$20,000 to provide a new signal detection system approaching Route 7783 (New Braddock Road).

**Route 50 - Arlington Boulevard.** \$65,000 to construct a median at Annandale Road.

**Route 50 – Arlington Boulevard.** \$751,000 for the installation of a median barrier and fence from the Route 7 overpass to Patrick Henry Drive. (UPC#56780)

**Route 123 – Ox Road** \$676,000 for reconstruction of intersection at Ingleside Avenue.

**Route 123.** \$481,000 for intersection improvements at Braddock Road. (UPC#62691)

**Route 193 – Georgetown Pike.** \$172,000 for preliminary engineering for traffic calming from Route 7 to Route 123 (Dolly Madison Boulevard). (UPC#52503)

**Route 193 – Georgetown Pike.** \$895,000 to lower the vertical curve of the roadway at the intersection with Riverbend Road and Nethercliffe Hall Road. (UPC#52503)

**Route 193 – Georgetown Pike.** \$260,000 for traffic calming measures from Route 123 to Route 7.

**Route 236 – Little River Turnpike.** \$329,000 to install second left-turn lane onto northbound Braddock Road. (UPC#62692)

**Route 236 – Little River Turnpike.** \$332,000 to install second left-turn lane onto southbound Braddock Road. (UPC#62857)

**Route 606 – Barron Cameron Avenue.** \$198,000 to replace signals and extend eastbound and westbound left-turn lanes at Route 602 (Reston Parkway) intersection. (UPC#65071)

**Route 609 – Pleasant Valley Road.** \$4,426,000 for reconstruction of the horizontal alignment at various sections of the roadway between Braddock Road and Elklick Run. (UPC#52981, 52982, 52983)

**Route 654 – Popes Head Road.** \$2,240,000 to straighten a curve between Lewisham Road and Offlay Road. (UPC#52984)

**Route 620 - Braddock Road.** \$132,000 to add an acceleration lane from Ravensworth Road to I-495. (UPC#60645)

**Route 620 – Braddock Road.** \$436,000 to remove island and extend right-turn lane eastbound onto Route 617 (Backlick Road). (UPC#60644)

**Route 636 - Hooes Road.** \$313,000 to improve curve. (UPC#60643)

**Route 677 – Old Courthouse Road.** \$401,000 to extend eastbound right-turn lane onto Route 650 (Old Gallows Road). (UPC#65072)

## **VDOT SIX-YEAR PLAN SECONDARY SYSTEM CONSTRUCTION PROGRAM**

**Fairfax County Parkway.** \$85,615,000 for preliminary engineering, eight-of-way acquisition, and construction from Rolling Road to Fullerton Road. (UPC#4700)

**Fairfax County Parkway.** \$7,098,000 for preliminary engineering to widen from four to six lanes from Route 123 to Sunrise Valley Drive. (UPC#57167)



**Route 611 – Telegraph Road.** \$29,000,000 to widen to four lanes from Fairfax County Parkway to Richmond Highway.

**Route 611 – Telegraph Road.** \$11,425,000 to widen to four lanes from South King Street to Van Dorn Street Extended.

**Route 643 – Burke Centre Parkway.** \$2,450,000 to widen to four lanes from Burke Lake Road to Marshall Pond Road.

**Beulah Street.** \$15,575,000 to widen to four lanes from Franconia Road to the Franconia-Springfield Parkway. (UPC#53313)

**West Ox Road.** \$15,200,000 to widen to four lanes from Lawyers Road to Ox Trail.

**Route 1813 – Ingleside Avenue.** \$326,000 to supplement Federal Safety project allocations for construction of improvements to the intersection with Route 123. (UPC#52502)

**Route 642 - Lorton Road.** \$18,887,000 to widen to four lanes from Silverbrook Road to Richmond Avenue. (UPC#98)

**Route 657 - Centreville Road.** \$15,000,000 to widen to four lanes from Frying Pan Road to West Ox Road.

**Route 608 – West Ox Road.** \$36,200,000 to widen to four lanes from Penderbrook Drive to Lawyers Road.

**Route 638 - Rolling Road.** \$23,400,000 to widen to four lanes from Old Keene Mill Road to Hunter Village Drive.

**Route 638 - Rolling Road.** \$2,680,000 to connect Fullerton Road.

**Route 645 - Burke Lake Road.** \$8,600,000 to widen to four lanes from Lee Chapel Road to the Fairfax County Parkway.

**Route 684 - Spring Hill Road.** \$7,800,000 to widen to four lanes from Leesburg Pike to International Drive.

**Route 613 – S. Van Dorn Street.** \$11,907,000 for preliminary engineering and studies to construct an interchange at Franconia Road.

**Telephone Fees for Debt Service.** \$24,100,000 for debt service of roadway improvement bonds to be paid by the collection of telephone service fees.

**Route 615-Yates Ford Road.** \$3,240,000 for improvements from Clifton Road to Chapel Road.

**Route 643-Lee Chapel Road.** \$14,000,000 to widen to four lanes from Old Keene Mill Road to Fairfax County Parkway.

**Route 7900 – Franconia-Springfield Parkway.** \$23,613,000 for preliminary engineering and right-of-way acquisition for an SOV connection at I-95. (UPC#52512)

**Unpaved Road Allocation.** \$130,000 for unpaved roads.

**Traffic Services.** \$10,350,000 for new signals, incidental construction, traffic calming, and preliminary engineering and survey services.

**PROJECT COST SUMMARIES**  
**TRANSPORTATION AND PEDESTRIAN INITIATIVES**  
(\$000's)




Project Title/ Project Number	Source of Funds	Anticipated to be Expended Thru FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	Total FY2005-FY2009	Total FY2010-FY2014	Total Project Estimate
1. Board of Supervisors Transportation Plan	B, F, S	0	17,000	27,000	27,000	29,000		100,000		100,000
<b>Revenue Sharing Program Projects</b>										
2. Future Revenue Sharing Match From VDOT	S	C	500	500	500	500	500	2,500		2,500
3. Columbia Pike/Spring Lane/Carlin Springs Road	S	0	155					155		155
4. Prosperity Avenue/Lee Highway	S	0	215					215		215
5. Popes Head Road/O'Faly Road	S	0	305					305		305
6. Popes Head Road/Ladue Lane	S	0	249					249		249
7. Poplar Tree Road/Stringfellow Road	S	0	135					135		135
8. Route 29/Shirley Gate Road	S	0	3,415					3,415		3,415
Revenue Sharing Program Projects Subtotal		0	4,974	500	500	500	500	6,974	6,974	13,948
<b>Road Projects</b>										
9. Board of Road Viewer and Road Maintenance Projects / V00000, V00001	G	C	50	50	50	50	50	250	250	500
10. VDOT Participation Projects / U00100	G	C		50	50	50	50	200	250	450
11. TAC Spot Improvement Projects / 064212	G, B	4,345	1,000					1,000		5,345
12. Advanced Preliminary Engineering/ 064130	B	1,260	60	70	70	70		270		1,530
13. South Van Dorn Street III/ 064134	B	4,730	580					580		5,310
14. Fairfax County Parkway/ Adv R/W / 064149	B	0	1,000	2,250	2,500			5,750		5,750
15. Route 29/Bull Run Post Office / 064228	B	0	500					500		500
16. Leesburg Pike / 064231	B	0	180					180		180
17. Route 1/Mt. Vernon Memorial Highway / 064234	B	60	70					70		130
18. Route 50/Annandale Road / 064235	B	150	120	700				820		970
19. Popes Head and McDuffie/ 064236	B	120	230	100				330		450
20. Roberts/Braddock / 064237	B	230	140					140		370

**PROJECT COST SUMMARIES**  
**TRANSPORTATION AND PEDESTRIAN INITIATIVES**  
(\$000's)

Project Title/ Project Number	Source of Funds	Anticipated to be Expended Thru FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	Total FY2005-FY2009	Total FY2010-FY2014	Total Project Estimate
21. Gallows/Annandale/Hummer / 006616	B	0	230					230		230
22. Governor's Congestion Relief Projects	S	0	1,875					1,875		1,875
<b>Road Projects Subtotal</b>		<b>10,895</b>	<b>6,035</b>	<b>3,220</b>	<b>2,670</b>	<b>170</b>	<b>100</b>	12,195	500	23,590
<b>Public Transit Facilities</b>										
23. Metro Rail, 103 Miles	S, B	235,800						0		235,800
24. Metro Infrastructure Renewal Program (IRP) and System Expansion Program (SEP)	B, F, S	4,285	19,070	19,899	23,210	23,740	21,550	107,469	133,590	245,344
25. Metro System Access Program (SAP)	B, F, S	2,950	5,967	15,627	17,876	8,843	5,394	53,707	2,769	59,426
26. Fairfax Connector Bus Garage West Ox / 88A002	B	8,800	1,500	4,300	7,000	2,581		15,381		24,181
27. Herndon Monroe Park-and-Ride Lot / 90A007	B, F	31,900	349					349		32,249
28. Reston Town Center Transit Station	F, G	0	2,000					2,000		2,000
29. Bus Shelter Program	F	1,000	500	319				819		1,819
30. Seven Corners Transit Center	S, U	300	700					700		1,000
31. Franconia/Springfield Parkway Park-and-Ride Lots	F	3,321	3,321					3,321		6,642
32. Reston East at Wiehle Avenue Park-and-Ride Lot Feasibility Study / 90A013	B, G	120	130	1,250				1,380		1,500
33. Reston East Park-and-Ride Lot Expansion	F, G	0	4,641	7,680	7,679			20,000		20,000
34. Burke Centre VRE Parking Lot Expansion	F, G	0	2,000	11,352	11,351			24,703		24,703
35. Richmond Highway Transit Initiatives	F, G	0	7,500	12,000	12,000	12,000	11,500	55,000		55,000
36. Huntington Metro Parking	X	1,200	5,000					5,000		6,200
37. West Falls Church Parking Expansion	X, S	0	16,800					16,800		16,800
<b>Public Transit Facilities Subtotal</b>		<b>289,676</b>	<b>69,478</b>	<b>72,427</b>	<b>79,116</b>	<b>47,164</b>	<b>38,444</b>	306,629	136,359	732,664

**PROJECT COST SUMMARIES  
TRANSPORTATION AND PEDESTRIAN INITIATIVES  
(\$000's)**

Project Title/ Project Number	Source of Funds	Anticipated to be Expended Thru FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	Total FY2005-FY2009	Total FY2010-FY2014	Total Project Estimate
<b>Pedestrian Initiatives</b>										
38. Route 50 Pedestrian Improvements	S	0	500	572				1,072		1,072
39. Route 50 Pedestrian Bridge	S	0	2,628					2,628		2,628
40. State Supported Countywide Trails	S	1,000	1,000					1,000		2,000
41. Accotink Gateway Trail	S	0	826					826		826
42. Lee Highway Trail	S	0	776					776		776
43. Illuminated Pedestrian Crosswalk	G	0	40					40		40
44. Safety Improvements and Emergency Maintenance of Existing Trails	G	C		75	75	75	75	300	375	675
45. Walkways (Trails and Sidewalks)	G, B	C		1,000	1,000	1,000	1,000	4,000	1,000	5,000
46. VDOT Sidewalk Repairs/Replacement	G	C	300	300	300	300	300	1,500	1,500	3,000
47. Cross County Trail	G, X	4,556		722	722			1,444		6,000
48. Columbia Pike Trail	X	0	400					400		400
49. On-Road Bike Trails	S,F,G	0	500					500		500
<b>Pedestrian Initiatives Subtotal</b>		<b>5,556</b>	<b>6,970</b>	<b>2,669</b>	<b>2,097</b>	<b>1,375</b>	<b>1,375</b>	<b>14,486</b>	<b>2,875</b>	<b>22,917</b>
<b>GRAND TOTAL</b>		<b>\$306,127</b>	<b>\$104,457</b>	<b>\$105,816</b>	<b>\$111,383</b>	<b>\$78,209</b>	<b>\$40,419</b>	<b>\$440,284</b>	<b>\$146,708</b>	<b>\$893,119</b>

<b>Key: Stage of Development</b>	
	Feasibility Study or Design
	Land Acquisition
	Construction

<b>Notes:</b>	
Numbers in bold italics represent funded amounts.	
A "C" in the Authorized or Expended Column denotes a continuing project.	

<b>Key: Source of Funds</b>	
B	Bonds
G	General Fund
S	State
F	Federal
X	Other
U	Undetermined